
Bodies By La Dawri

SEBRING

QUEST Q.T.

DEL MAR

DAYTONA

CONQUEST

SPECIFICATIONS: COVER CAR

Model: Sebring

Chassis and motive components: 1950 MG-TD with stage three motor.

Builder: Les Dawes, Lakewood, Calif.

Construction Notes: Radiator lowered, Sebring body kit 1A installed. Approximate cost including chassis and body and racing motor $900.00. Total weight — 1600 lbs.

Construction time: Approximately 100 working hours.

LA DAWRI COACHCRAFT

Manufacturers of

CUSTOM BODIES and SPORT CARS

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Meet the Fine Line of La Dawri Design-

Dear Enthusiasts: Your interest infers you are one of a group of individuals who appreciate sleek flowing sports car lines, and desire to own a **truly new** and unique car, but only if it is available at a price you can afford. You and hundreds like you have these desires, but were not struck by previous auto designs and were also, skeptical of various aspects of the construction of a special, and thus have allowed these desires to lay dormant.

It is our sincere opinion that you are not interested in **mere details** on body kits and a series of sales pitches. What you want is the **total reasoning** behind the structural engineering of the body itself and the methods employed to complete this construction.

Being the leader in this field, we feel qualified to acquaint you with the engineering principals of plastics. There are many factors of which you must become informed to intelligently weigh the situation. **Your decision to build can only be made when you know all the facts.** "Design is by choice, engineering is not". Design must embrace sound engineering. We trust that you will find this brochure interesting, informative and will tempt your imagination.

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FEATURES OF BODIES BY LA DAWRI AND OPTIONAL OR ACCESSORY PARTS:

All bodies by La Dawri have **incorporated** in their planned structure various methods which are derived to assist in a fantastic **strength buildup** from plastics unique **chemical properties** and to **add safety** and **simplify the construction** of your special.

DESIGN:

The **dynamic** sweeping **contours of bodies** by La Dawri with their **smooth flowing** unbroken lines, undoubtedly create the most beautiful sports car pro-

duced to date. Their **crisp** new approach to styling, the **razor sharp trim lines,** continuous, unbroken from front to rear carry the interest from **the smart grilles** along the **graceful sides** to the **low slung sweeping tailend.**

ROOMINESS:

As noted by the diagram on page 11 the roominess of bodies by La Dawri cockpits are unexcelled. **Entry and exit through well designed doors accommodate easily the six foot plus individual.** There is ample leg room for strapping six-footers in the cockpit, adding to complete the passenger comfort. The cockpit has been designed to accept radio, heater and defroster, etc.

BODY ALIGNMENT BAR:

The **usual method of mounting the doors** is by **trial and error** shimming and blocking. We alone have developed a **revolutionary method to assure a good fit** of the doors, while in transit and while under construction. Usually the front and rear sections of a body are not held together and sloppy non-fitting surfaces were inevitable. As you will see in picture Groupings, the beautifully moulded door jambs are **joined by stiffening sections.** This stiffening section is not removed until the car is completed whereupon the weather stripping is placed all around the radius for the door liner to rest against.

INDEPENDENT MOULDING:

Using the independent moulding process, we are able to **construct the hood, trunk and doors in separate moulds** from the body, thus when the body shell is constructed, these areas with their built in troughs, etc., will be moulded integral, greatly **raising the strength and appearance** value.

ROLL BAR:

The **unmatched safety feature** of bodies by La Dawri is the ingenious incorporation of a **roll bar** in the integral wrap around windshield frame. This is accomplished by the insertion of steel tubing in the **overhead windshield frame,** which subsequently gives safety protection **plus extra rigidity** not available with other methods.

WINDSHIELD FRAME:

A **special feature** of bodies by La Dawri, at no extra cost, is the smartly executed **windshield frame** designed **for installation of stock glass** which requires **no grinding or cutting** to fit, also truly stock chrome and rubber is utilized. The Quest Q.T., Sebring and Del Mar use the Vauxhall windshield. The Daytona and Conquest, the Chevrolet and G.M.C. pickup and truck windshield. To achieve the deep slant, the **windshields were simply reversed** — beautiful, isn't it? Installation can be accomplished in 15 minutes.

DASH:

La Dawri dashes as illustrated in their picture groupings have been designed to assist in the cockpit strength buildup by the **intelligent use of curvature.** Beauty besides being benefited by the curvature, is again aided by the method of sweeping the dash into the roll bar area, **eliminating that home-made** or **unfinished appearance.**

ANYONE FOR A STYLIZED HARDTOP?

#1 BENCH AND #2 BUCKET DASH

DASH #4 AND BUCKET SEATS

WHEELWELLS:

Fiberglas contoured to body shape. We do not mount these on any kit for obvious reasons. Every tire size, tread, accessory placements differ and **we will not use the accepted method of leaving the hassle of cutting and fitting to the customer just to make a sales point.**

Installation by the customer at the right time of construction is much easier than to **chop and fit and reinstall.** At the correct time, they are installed with three strips of fiberglas cloth and mat. Approximately 20 minutes. **Imagine mounting the body,** taillights, license plate lights, etc., **with these accessories in the way.**

Front and rear wheelwells **unmounted** supplied free with all 1B kits. Available as an optional extra on all 1A kits. Illustrated picture group

TRUNK:

An **exclusive feature** of bodies by La Dawri. One of the **largest fiberglas trunks** is supplied cost free with all 1B kits with a cubic capacity of 38" x 31" x 26" on the Conquest and Daytona models and a capacity of 33" x 30" x 24" on all Sebring, Quest, Q.T. and Del Mar models. Also available as an optional extra for all 1A kits. Illustrated picture group

This trunk is not mounted for the same reason the wheelwells are not. It is so much easier to install at the correct point of construction.

BUCKET SEATS:

Form fitting bucket seats of fiberglas give the **maximum of comfort** and **support** to the back, thighs and calves, and still **retain a low seating position.** Delivered in gleaming jet black ready for easy upholstery if, or as desired. Illustrated in picture group

BENCH SEAT:

Our engineering department has **combined the passenger carrying capacity of the bench seat and the form fitting bucket seat** for driver and passenger. The result is not only beautiful but a necessity for the family sports car. Also delivered in jet black ready for easy upholstery. Illustrated in picture group

COUPE TOPS:

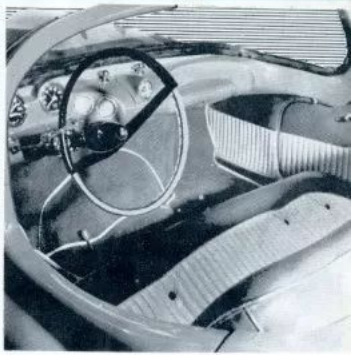
La Dawri coupe tops incorporate in their fine design three features not found on even Detroit hardtops. When the top is removed from the Detroit product, a line is noticed rubbed in the paint by the top's very narrow mounting surface. To defeat this problem, we have cast an **integrally moulded flange** three inches wide around the perimeter of our top to **spread the bearing weight** over a much greater surface.

2. An engineering first for La Dawri is the **lack of any bolts** or latches necessary to hold down the top to the windshield area. The unique method we have incorporated is that of **moulding the shape of the roll bar housing into the top** in the shape of a "U" lying on its side. When the top is installed, only the bolts at the rear are required to hold the top in position. **This assures complete coupe-type weather protection.**
3. For mounting of the plexiglas side curtains and

QUALITY ENGINEERED

CONTOURED WHEELWELLS

HUGE CAPACITY TRUNKS



COCKPITS BEAUTIFUL AND PRACTICAL

weather stripping, we have incorporated a **right angled flange** over the door opening to assure perfect weather protection at your side window. This also **completes** the **box section** required to join all these plastic contours into an extremely **rigid** and exceptionally **light top.**

Riding comfort is assured with the draft free **roll bar mounting, door weather stripping** and **flanged rear area.** This weather protection gives you a true **air tight coupe,** or **wind free roadster** as you desire.

DOOR JAMBS:

The door jambs, with their specially **engineered design contour shape** builds amazing strength to the unit **by unifying and stiffening the complete doors,** cockpit area.

DOOR THICKENING LINERS:

The door thickening **liners** also use design **contoured shape for strength** and when joined to the door itself, an **extremely rigid box construction** is the result.

The shape of these doors and the joined together method result in a far superior looking shape. **No door will be allowed to leave the factory disassembled.** With plastics' disadvantage factor of cold flow, the **builder could not achieve a good fit.**

HOOD AND TRUNK LID STIFFENERS:

To avoid a heavy laminate on hood and trunk curvature, designed stiffeners **reduce weight and gain strength.**

DRIP FLANGING:

Engineered shape also was a major consideration for the **drip flanging** as you will note on picture group ings . The trough not only carries the water effectively but provides an **opposite direction compound convex curvature** for built in stiffeners **without excessive weight.**

Weather stripping is applied to the inner edge of the trough for perfect weather sealing and a rattle-free construction.

These features, the stiffening bar, door jambs, thickening liners, water trough and hood and trunk stiffening are all included in the exclusive **designed contoured** independent moulding system.

WINDSHIELD WIPER MOUNT:

To simplify the mounting of windshield wipers, mount positions have been moulded to the body to assure a clean sweep by the wiper and eliminate bind on the mechanism. This feature is available on the Sebring, Quest and Del Mar, Kits 1A and 1E.

WINDSHIELD WIPER BULKHEAD:

On the Sebring, Quest Q.T. and Del Mar 1B kits, a **complete bulkhead** has been moulded in for the **mounting of stock Studebaker** electric wiper motors in their precise positions. These **templates are available** for the 1A kit.

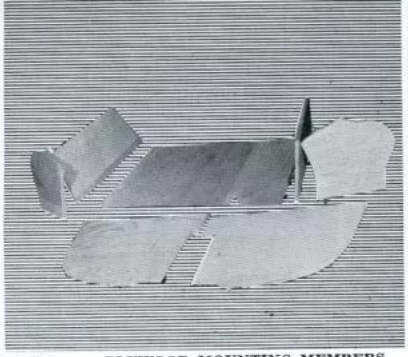
ROLLED COCKPIT EDGE:

To avoid the common cut off appearance, bodies by La Dawri **smoothly fold over into the cockpit area** for a professional appearance.

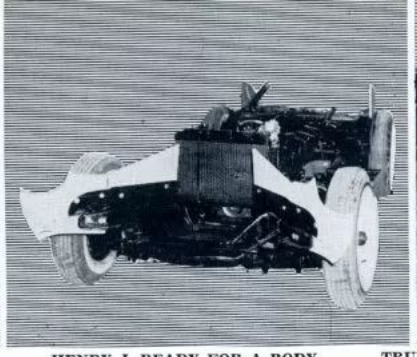
HOOD SCOOPS:

Hood scoops are **not necessary** with bodies by

M.G.-SEBRING INSTALLATION



PLYWOOD MOUNTING MEMBERS CUT FROM TEMPLATES



HENRY J. READY FOR A BODY

TRUNK SPACE, ANYONE?

La Dawri as our design staff ingeniously **allowed room for the largest of motors,** yet leaving the appearance of an extremely low profile.

For **supercharger and log manifold,** hood scoops are available.

LICENSE PLATE MOUNTING AREA:

Designed area for mounting of a license plate **rather** than the conventional **hang license look** at the rear, we have **moulded in a license plate box** for rattle free mounting. In this manner, it belongs to the design rather than detracts.

PLEXIGLAS SIDE WINDOWS:

A comfort feature of our plexiglas windows is the **sliding vent pane** contoured to assure perfect weather sealing. Side windows provide **bolt-on attachment** with the imbedded wood nuts in a plywood panel laminated to the door liner. This eliminates the usual air cracks around the perimeter.

REAR BULKHEAD:

Plastic coated laminated plywood seals off the complete rear section of the cockpit area forming the rear seat back. This becomes part of the **box section rigidity area** in the body. The floorboards and firewall **complete the unitizing section.** This method assures a permanent construction. This bulkhead is moulded in cost free on all 1B kits and is available as an optional extra on all 1A kits.

HEADLIGHT BUCKETS:

Moulded in headlight receptacles with triangulated adjustment recesses on all body kits. Stock seal beam units and bolted retainer rings are utilized. Adjustment is against three soft rubber pads.

TAILLIGHT BUCKETS:

Moulded taillight receptacles for two bolt mounting of 1950 Pontiac taillight assembly on all body kits.

LAMINATION OF COLOR:

All bodies by La Dawri and accessories come, at no extra cost, in **gleaming jet black laminated into the body.** This process involves the induction of black coloring into the plastic resin. Other colors are not made available at this time.

We are proud of our surface finish and we are not afraid of using impregnated black color which, as you know, **magnifies any defect.**

TEMPLATE KIT:

Templates for front and rear mounts, floorboards, firewalls are all included free on all kits.

HINTS FROM THE INSTRUCTION MANUAL:

Your instruction manual supplied with each kit includes ideas and suggestions not only to simplify the construction, but the reduction of cost for instance, a point often overlooked is the value of body parts from the steel chassis. **Good horsetrading can save many hard-earned dollars.** The manual also includes a complete section on the **installation of electric hood trunk and door** openers and **fully automatic hood and trunk lifting mechanisms.**

Structural Engineering

Before we go into the details of what our bodies consist of, we would like to acquaint you with the basics of the engineering embodied in a body by La Dawri. This will necessarily result in deep read-

ing. But then any truly informative material must be read carefully. The result: complete understanding of a given subject.

Sales talks are easily read, the engineering needed, easily hidden. Good engineering shows the difference between men and boys.

The La Dawri Company has proceeded along modern concepts of fiberglas plastics engineering. These engineering factors are in main **the use of** the superior strength characteristics of plastics and **avoiding** the pitfalls trapping so many constructions.

Plastics have fantastic strength loadings when their potential is intelligently used. As we proceed, we will describe in detail the **advantage, its reason** and **the disadvantages** and its **structural loss.**

The greatest constructional advantage of a fiberglas body is the use of its characteristic of **raising strength to each percentage or degree of curvature.** Whenever these curves can be made to work compound and convex, one against the other, an **even more fantastic strength ratio** can be produced. This is compared to an angle iron which has strength only in one direction. When another angle iron is welded to give the two a shape of a right angle, an **equal strength is available in both directions.**

APPLICATION OF THIS RULE:
DESIGN:

Judge for yourself the use of this engineering principle throughout our bodies. You will note the **total absence** of a flat one way section or curvature. These carefully engineered trim lines not only carry the interest throughout the total design, but add **fantastic** strength at any point of impact or loading. As Road and Track magazine once stated: "The delicacy of this car is likely to **escape** the casual observer." **In this case delicacy becomes strength.**

If fiberglas is not tied together in this use of shapes, cracking and chipping will occur due to the flex of the body. **Wheelwell openings must have an extreme roll or splitting and cracking will occur.** La Dawri bodies incorporate non sheer type edges which point that while they are difficult to lay up, **quality, not effort** is the prime effort in our thinking.

THE EFFECT OF ENGINEERED DESIGN ON WEIGHT:

The **silly** school of thought that if its **heavier,** its **stronger** completely ignores the plastic fact that **proper engineered curvatures** in the **correct locations** is by far the superior strength method.

To construct a large **flat** area without curvature necessitates an **exceptionally heavy layup** to give the **same rigidity as is achieved by curvature.** This heavy layup constitutes as its net result an excessively heavy body. The **opposite reason for the removal of the stock unit.** The layup of this flat section is by far less complicated. This lower production cost method was never considered by La Dawri.

DIRECT RELATIONSHIP OF PLASTICS AND MOUNTING METHODS:

A great deal of engineering and research went into the **possibility** of constructing **fiberglas floorboards** and **firewall** as an optional extra to mount the body on. To this date we have found it is **impossible** to defeat the plastic problem of **supporting** the **body weight** with flat fiberglas panels to our satisfaction. With engineered curvatures bearing weight is carried throughout the design. A floorboard has concentrated weight and no curvature to properly distribute the stresses. **This method would appear simple,** but the life of your construction would be limited. This is referred to in the field as **plastics cold flow.**

BASIC DESIGN CONTROLS COLD FLOW:

Through this trial and error period, we deduced the **mounting unit** which is to carry the weight **must be of high dead weight carrying qualities** combined with **high shear strength.** The logical conclusion of laminated plywood was found to be the only acceptable method of mounting a body.

CANTILEVER METHOD:

With the plywood securely **bolted** to the frame, **the total outside length** of the plywood can be **attached** to the body with fiberglas, thus **eliminating** the **sticky stress distribution problem** which will eliminate that squeaky, rattling home-type construction so prevalent.

PLASTICS LOW ABRASIVE STRENGTH:

Plastics low abrasive strength, not properly engineered, can greatly lower the **potential** of a plastic construction. Bolts holding a **fiberglas** floorboard enlarge with every movement of the body and frame. Imagine drilling a hole in window glass and supporting **400 lbs.** of twisting bouncing weight on bolts. Precisely the same thing will occur in a glass body. Breaking of the glass through **extreme** stresses and **enlarging of the hole** through **abrasion**

Consider, under **proper engineering procedures,** that same piece of glass and attach to it completely along its lower edge, as in our cantilever method of mounting, a material which will bond two parts together. The result, the same twisting, **bouncing weight is carried over hundreds of times the stress area** that the bolting method carried. Thus the stresses are scientifically distributed. The results: The glass **does not break** and the **holes do not enlarge** through abrasion.

METHOD OF MOUNTING DOORS TO AVOID ABRASION:

The **bolting** of hinges to fiberglas **simplifies** the operation, **but** with plastics low abrasive strength, the results **would not satisfy our engineering department.** The answer we came up with, though not simple, **assures** long life and **permanent** construction. A rectangle of plywood with rounded edges is drilled with 5/16" hole and a 1/4" wood nut with its female steel thread is driven in securely. Now the hinge may be bolted to steel on the opposite side to the laminated plywood, and then embedded against the body with layers of fiberglas.

PRE-PLANNING YOUR SPECIAL:

We know it is not economically feasible for you to come to California to view the car of your choice. Therefore we are bringing our product **to you in** the most realistic form possible, a color brochure. Your only opportunity to meet us is through this brochure and we would like this to be a personal discussion of **your** particular **pet project,** be it foreign or domestic

LUXURY STYLING:

La Dawri styling does not **overemphasize.** This latter approach has **no market value** and quickly disappears as a fad. The La Dawri concept, as in a classic body style, holds its value through **tasteful originality.**

After hours of construction, you would be extremely disappointed if your unit was not accepted as a fine automobile. These fascinating designs assure you of acceptance. You will not have the obviously homemade car, but the true styling of an **upper price bracket sports car.**

Resale is usually four to eight times the cost. This is not just a hobby, this is an investment **not** only in **prestige** but pride of ownership.

Consider first of all just what you require of a car, power or economy. Everybody has a different preference as to the type of auto they wish to build. Naturally the **brute** power available from stock big bore motors will appeal to many and the beautifully sculptured Conquest and Daytona will join beauty and the beast. The **economical** and fantastically spirited foreign car motors make terrific use of the super light glass bodies and combined with the beautiful **Sebring, Quest Q.T.** and **Del Mar,** they become the **criterion** of personal cars.

CHOICE OF CHASSIS:

The next consideration would be, what is the **simplest** chassis I can use to speed up the process or will the existing car that I have on hand conform or can it be modified to give it sports car handling and an individualistic appearance?

On page 11 of this brochure, we have a comprehensive **plan** of what body is designed for your chassis.

To generalize, the **simplest** construction will be that of an existing **sports car chassis** either domestic or foreign. This will save the time involved in wheelbase shortening, steering lengthening, etc. Not that this is a particularly difficult procedure, but it is extra time and effort. We would like to point out the majority of Conquest and Daytonas are mounted on **modified American chassis,** and a major portion of the Sebring, Quest bodies are mounted on **European sedan chassis.** Of course, these foreign units in most cases do not require wheelbase shortening.

IS YOURS A FOREIGN CAR CHOICE:

Many foreign car enthusiasts these days are finding the dollar of gas stretches much further and with a great deal more fun in their **sedans** and **sports cars.** Unfortunately, these units have a habit of crunching fenders with the huge behemoth known as the American automobile. This results in a surplus amount of said automobiles **reasonably priced** and residing at the local wrecking yard.

It is rumoured that the foreign styling does not always meet with appreciation on the home front. This latter report is most disturbing. These units have such a measure of **mechanical perfection,** it is a shame to clothe them in anything but the best. And of course, we feel the **best is a body by La Dawri.**

The **Sebring,** our cover car, the **Quest Q.T.** (Page 9) and our fabulous little **Del Mar** (Page 16) were designed to fill this void with the added incentive of **economy.** We do not exaggerate, you without previous experience, can construct a beautiful and prestige unit, mounted on the foreign car chassis of your choice with the aid of our step by step directions. Major Pferrman who constructed the V. W. Quest Special on Page 9, had no previous experience, and he does not class himself as an exceptional person, just a normal individual desiring the best and **willing to work** to achieve this end.

The Foreign Car Construction

The construction of a first class quality automobile is not limited to the professional body man. When the La Dawri construction system is used, even the unskilled simply follow **step by step directions designed to eliminate the time consuming thinking** of "what do I do next" or "how shall I go about it". Undertaking the construction paragraph by paragraph **takes advantage** of the long hours of **costly research** incorporated only by this Company to aid in equalization of the cars construction and its beauty.

As this brochure illustrates, it is our desire to **simply and truthfully** present to you all of the factors involved in the construction you are about to undertake.

FROM STEEL TO "GLAS":

Never let it be said here, but it is rumoured by some that the transition from steel to glass is a **wave of a magic wand** and presto, the pumpkin is ready. This is not factual, nor is it factual to allow you to think it an operation of fantastic magnitude designed to lead you on the path of sweat. The Major will attest to a few bruised knuckles, etc., during the construction, but also to the **thrill** of being accepted in the company of the finest of cars.

As we promised we will pull no punches on effort involved. It is a bitter pill to couple effort and enjoyment but realistically, without the effort, is it really as enjoyable? We think not. **Anything worth having is worth working for, especially at a do-it-yourself price.** With a systematic approach and scheduled time, your construction will be efficiently and quickly accomplished and the **results can be tabulated wherever you drive** the car.

We will present the basic construction of the three types of foreign car chassis.

1. **The sports car** such as M.G., Triumph and Healy which is just an exchange of bodies.
2. **The non-unitized sedan** such as Austin A40,
3. **The unitized sedan** or roadster such as Volks-

SPECIFICATIONS:
Model: Quest Q.T.
Chassis and motive components: 1955 Volkswagen.
Builder: Major Pferrman, Hunter A.F.B., Savannah, Ga.
Construction Notes: The major portion of the VW was used. The body was cut off above the heater ducts leaving firewall, rear bulkhead and complete rear end intact. Hood, trunk lid and fenders were removed. Approximate cash outlay $656.86 includes Quest Q.T. 1A body kit. Total weight — 1500 lbs.
Construction time: Approximately 135 working hours.



wagen, Renault, etc.

1. THE SPORTS CAR:

After the metal body has been removed, steam clean chassis. Check and replace all defective parts. **Included in your instruction manual are dimensions of body attachment outriggers required to mount the body,** and the new lower radiator position. Unless you are a competent welder, we would suggest this being farmed out at this stage. Next glamorize the complete drive-train, frame and chassis with paint, chrome, etc.

THE CANTILEVER METHOD OF BODY MOUNTING:

With the body on hand, begin the systematic procedure by outlining and cutting from heavy cardboard the **kit supplied template forms** of the unitizing members, the firewall, floorboards and front and rear mounts. Position the body over the chassis, trial fit the templates for positive placement of unitizing members. With these fitted shapes completed, mark direct on laminated plywood and cut out. The plywood unitizing members and front and rear mounts are now plastic coated to assure **complete weather sealing.** Weather sealed **plywood is without peer for twist, strength and long life.**

Bolt plywood unitizing members to the frame in their designated positions using our **wood or T-nut method.** Our bolting method using wood or T-nuts is detailed completely on page 8 **and eliminates the irritating turning of the bolt or nut when securing it.** Along each joint of plywood to the body or plywood to plywood, brush impregnated strips of fiberglas, mat and cloth 6" wide and lay lengthwise along the crack, one-half or 3" on each side. Push out any bubbles with your hand or rubber squeegee and allow to cure. A complete discussion later on page 17 describes the reasons, methods and application of fiberglas.

THE TRULY SIMPLE METHOD OF MOUNTING

A trial fitting is made at this time of trunk and wheelwells allowing necessary clearances for wheel turning radius, tread widths, working room for subsequent procedures, such as mounting, wiring, etc. Then the underside of the body is marked in the correct positions. If the kit you purchase does not include trunk and wheelwells, you will find **details in the instruction manual** on their construction at this time.

To simplify the next operation and to raise quality of workmanship, we would suggest the bolts be removed and the body turned upside down. Proceed by laying an additional strip of fiberglas mat and cloth along each remaining joint of plywood to plywood and plywood to body. If the instruction manual states that your trunk and wheelwells may be mounted at this point, laminate a strip of mat and fiberglas to the body, wheelwells or trunk joint. We now have a complete unitized body. At this point, **continue the instruction manual's procedure** of mounting the headlights, taillights, grill and priming of lower section of body. Install aluminum on firewall to beautify motor area.

With the detailing completed, connect the wiring to headlights, taillights and run the wiring up to the firewall. Now the body is again bolted to the chassis, ready for detailing.

THE NON-UNITIZED CHASSIS:

The non-unitized chassis differs from the sports car construction in that after the body is unbolted **the controls** will be **positioned rearward** to accommodate the new sports car profile. The unit is now completed with the same procedure as that of the sports car chassis.

THE UNITIZED CHASSIS:

Foreign unitized sedans and roadsters are modified using one of the two available procedures.

The First Method

Remove the body at the floorbolts and the construction of a sub-frame to stiffen and gusset the existing stiffening. The controls are moved rearward for the new profile.

The Second Method

Remove hood and trunk lids, all four fenders, and glass. The top section of the body, that is, top, windshield posts, door pillars, sheet metal, etc., is cut off at the **top of the floor level heater ducts.** Front bulkhead, rear luggage compartment and the complete motor stiffening area is carefully trimmed to fit the body and is **left in its original condition.** Actually, not including the fenders and trunk lid, the **entire rear end of the Volkswagen is left intact.**

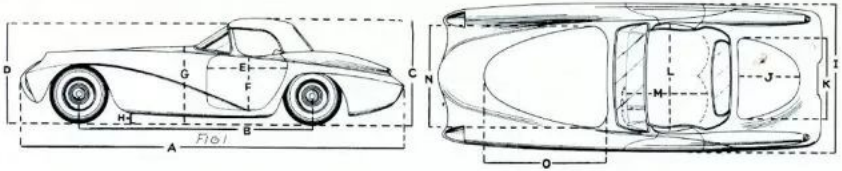
Body Mounting

Floor plywood mounts are bolted through the **floor level heater ducts** and laminated to the body sides. Plastic coated plywood mounting blocks are bolted at the rear to the **old vertical bumper position** and at the front to the **torsion bar plates** and laminated to the body at front and rear mounting positions with strips of fiberglas cloth and mat.

We do not recommend direct application of polyester or isothalic resin direct to the metal. It will require **1 quart of epoxy** resin to apply to all metal mounting points to assure a bonding surface for isothalic resin layup.

The 1B optional kit excludes the trunk and wheelwells as they are not necessary in this type construction, and the kit cost is reduced.

Construction time of any kit is reduced by faithfully following the step by step directions and planning the construction to the time that is available.



CHASSIS GROUP	Conquest Daytona 1	Quest QT Sebring 2 - 2	Del Mar 3
A. Body Length	172"	160"-162"	152"
B. Wheelbase	98"-104"	92"-98"	84"-92"
Tread	54"-60"	48"-52"	46"-52"
C. Height Top Roll Bar	46"-51"	46"-51"	46"-51"
D. Height Top in Place	49"-54"	49"-54"	49"-54"
E. Door Width	35"	34"	34"
F. Door Height	20"	20"	20"
G. Cowl Height	36"-41"	36"-41"	36"-41"
H. Ground Clearance	6"-11"	6"-11"	6"-11"
I. Body Width	71"	61"	61"
J. Trunk Lid Length	38"	34"	34"
K. Trunk Lid Width	31"	31"	31"
L. Cockpit Width	55"	47"	47"
M. Cockpit Length to Dash	48"	48"	48"
N. Hood Width	48"	42"	39½"
O. Hood Length	54"	48"	43¾"

1. Conquest-Daytona 2. Quest Q.T. - Sebring 3. Del Mar

WHEELBASE — Measure from front axle center to rear axle center.
WHEELBASES may be **ALTERED** by any of the methods described on Page 14.

TREAD WIDTH — Measure from centre of tire to centre of opposite tire.
TREAD WIDTH is **ALTERED** in many ways — reversing the wheel center, trading for drop center rims, or using larger or smaller tires.

GROUP #1 — Wheelbase A Stock or Altered.....98"-104"
Tread A Stock or Altered.....54"-59"
Stock Examples: T-Birds, Corvettes, Jeepsters, Henry J., Toyopet.

GROUP #2 — Wheelbase A Stock or Altered.....92"-98", OPTIONAL 102"
Tread A Stock or Altered.....48"-52"
Stock Examples: Austin-Healey, M.G., Volkswagen, Austin Sedan, Sunbeam.

GROUP #3 — Wheelbase A Stock or Altered.....84"-92"
Tread A Stock or Altered.....46"-52"
Stock Examples: Triumph, Alfa, Spiders, Healeys.

Model: Daytona.
Chassis and Motive components: Henry J. chassis. Toyopet front and rear end. 1959 Toyopet motor.
Builder: Frank Honeywell, Long Beach, California.
Construction Notes: Henry J. front spindles exchanged with Toyopet. Rearend exchanged with Henry J. Rims reversed for wider tread. Motor mounted with fan lining with trailing edge of front tires. Daytona body kit 1A installed. Approximate cash outlay $850.00 including $250.00 for '59 Toyopet chassis. Total weight — 1800 lbs.
Construction time: approximately 200 hours.

The Domestic Car Construction

The prime motivation of the Conquest and Daytona is to make available to the ardent enthusiast a car of **quality and classic style** completely at home at the local country club or sport car races, and is **economically constructed of all American parts,** new or used, to accommodate the individual financial range. With a good selection of motive components and suspension, **your special can corner, handle and accelerate** with Europe's blue blood best.

The ever popular Conquest and exciting Daytona have captured the imagination of the special builder to such an extent it has now become a by-word in the sportscar field. The results of these constructions are quite **often nothing short of dragsters.** The high torque value of an American motor regardless of model, and the fantastically low resulting weight is the **next feeling to terrifying** when it is pointed in a direction and unleashed.

POWER AND ECONOMY:

When this astronomical power to weight ratio is advantageously used, **high gas mileage can be obtained.** When a **high ratio rear end** is used, the mileage is again improved and moves the brute power into the 50 miles an hour and over speed range with almost ultimate performance which under highway driving conditions, when realistically used, is a **safety factor** rather than a hazard.

PRESTIGE IS YOURS:

The finest **advantage** of these bodies by La Dawri is that you may have a **country club car** and the **brutal beast** combination of the special, at a do-it-yourself price.

If you were to personally view a body by La Dawri in all its **beauty,** your automatic price tag thinking would be along the lines of what you would expect for the **cream of foreign imports.** The appearance and handling ability of the Conquest is

well worth a five figure price, but if this were so it would be out of reach for most people. To make a **striking comparison,** you, with no previous mechanical experience, can construct this fabulous automobile for an **amazingly low figure.** We will point out the reasons why this is possible and how it is done.

SELECT YOUR CHASSIS:

The purchase of your chassis is the first step. Used car lots bulge with cars with their bodies in damaged or deteriorated condition. Wrecking yards are full of cars from which frame, housings, instruments, etc., can be salvaged, or late model wrecks with **good motive components,** either of which can be modified to give the true sports car thrill of **spine tingling handling and performance,** a result of proper weight distribution and placement.

CATEGORY OF CHASSIS:

Again there are five classes of chassis used in conjunction with these beautiful bodies:

1. **The domestic sized sports car chassis,** this includes the Corvette, Thunderbird, Ferrari, etc.
2. **The no-modification chassis** utilizing small motors.
3. **The U.S. sedan and convertible chassis** requiring no frame modifications. This includes Henry J, Toyopet, etc.
4. **The domestic sedans,** convertibles non-unitized construction with long wheelbases.
5. **The domestic chassis** with unitized construction.

1. THE DOMESTIC SIZED SPORTS CAR CHASSIS:

These units **do not require frame modifications** or transmission and drive-train installation and are **simply a substitution of bodies** with minor spring modification. The procedure duplicates that outlined under Foreign Sports Car modifications on page 10.

SPECIFICATIONS:

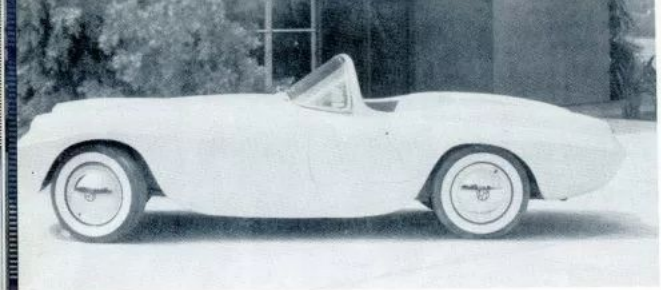
Model: Conquest

Chassis and Motive components: modified '40 Ford cantilever chassis — 1952 Olds 98 motor.

Builder: Burdette Pearson, Los Angeles, California.

Construction Notes: frame modified, according to instruction manual. Motor installed fan lining with trailing edge of front tires. An Oldsmobile oil seal and open driveshaft yoke incorporated with rearend assembly. Conquest body kit 1A installed. Approximate cost $800.00. Total wet weight — 2600 lbs.

Construction time: approximately 300 hours.



2. NO-MODIFICATION CHASSIS — SMALL MOTORS:

It is possible with the use of the Jeepster chassis and other units with small motors to **simply lower the car** to its extreme by reversing the spindles and decambering the springs and substituting bodies.

3. THE NON-UNITIZED SEDAN CHASSIS:

The **wheelbase on these various chassis falls ideally** in the range of the Conquest and Daytona bodies, and these units are very economically purchased.

The method of converting these chassis to sports cars result from the following aims:

Aim 1: To remove excessive weight from the front wheels of the car and **advantageously transfer this excessive weight for traction,** both starting and/or stopping to the rear wheels, giving a more equal weight distribution.

Aim 2: To lower the center of gravity and roll center, with the resultant excellent moment of inertia with the result of the **elimination of side to side weight transfer.**

Aim 3: To shorten the wheelbase to enable the car to corner and handle faster.

Aim 4: To seat passengers as low and as close to the rear axle as possible.

Aim 5: To **produce a low silhouette** which will accept the sweeping grace and elegance of the bodies by La Dawri.

EXAMPLE — HENRY J. CHASSIS:

An example modification for the ultimate in sports car use is that of a Henry J. Remove body and install lowering blocks or decamber springs. The front springs are a matter of choice. **The use of stock spring results in a fine-handling sports car.** A softer ride is obtained with heavier motors. If you decide to change the ride, your local spring shop can give the ride rate if they know the difference in motor and body weight.

When the motor is installed, moving the motor rearward gives an excellent gain in weight distribution and handling. When the **fan blades line** with the **trailing edge of the front tires,** you will be assured of a most competitive machine.

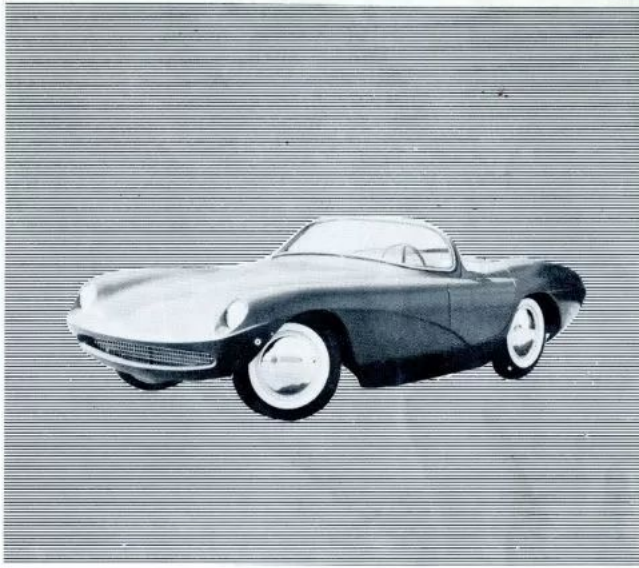
The Henry J. does not utilize an X-member, which simplifies motor installation greatly. With the aid of 2 x 4's, etc., place the motor weight on the frame. Assuming the lowering blocks are in place, lower the frame to its lowest desired position. **The 6" pan clearance is met and the motor is aligned from the center of the fan to the center of the clutch or tail-shaft.**

With the motor alignment taken care of, a template is made of the tubing on which the motor will be mounted. Of course, in many cases the **stock cross-member** slightly modified can be utilized. When the use of a larger V-8 motor or high torque hopped-up unit is desired, we would suggest the installation of a **'49 and later Ford rearend. This will supply larger brakes** and the **front spindles** of the Henry J. may be **interchanged with Ford '49-'51.** In this case when the driveshaft is shortened two different universals such as **front Chevy and rear Ford and driveshaft halves are joined together.** The installation of a different rearend in the Henry J. consists only of unbolting and substituting. This method gives a **larger braking surface** for the larger motor.

4. THE DOMESTIC LONG WHEELBASE CHASSIS:

Builders have long popularized the long wheelbase chassis for their specials. The great numbers of those cars available with extensive body damages have **lowered the value** to such a degree that units with many **thousands of carefree driving miles** may be purchased at ridiculously low figures.

1. To reduce the frame to 102" wheelbase, measure from front axle center to rear axle center. Deduct the amount from 102". **This is the amount**



to be removed from the center section of the frame.

2. **Decamber the rear springs** to a 3" jump clearance.
3. **Mark out the amount to be removed** from each side of the frame.
4. **Cut and grind all slag** from the frame so the welder will have clean surfaces to work with.
5. **Reinforce the welded area** with gusseting plate half on each side of the cut.
6. Install the motor with the **fan lining** with the **trailing edge of the front tires** and utilize a 6" laden ground clearance.

If a still lower frame height is desired, square 2' x 3' tubing in the shape of a "U" inverted or upside down is welded to the frame's top surface, then the unwanted section of frame **below** the inverted U is **cut out** and the **open frame ends plated.** This allows the axle to ride unobstructed with the lower frame positioning with sufficient gusseting, no strength is lost.

An alternate method is called Z-ing. The frame is cut as close to the rear wheels as possible and overlapped on top of the other section. The desired amount to shorten the wheelbase. This also lowers the frame's road clearance by its thickness.

5. **UNITIZED CHASSIS:**

American unitized chassis are **not recommended** for the construction of your special unless you are willing to do a great deal of additional work. It would be our recommendation that **only the motor and drive train components are purchased and mounted on inexpensive frames requiring no modification.**

One intriguing possibility in this vain would be mounting the complete Corvair assembly in a Henry J. chassis. This gives you motor, **transmission and rearend all in one unit.**

SPECIFICATIONS:
Model: Del Mar.
Chassis and motive components: 1959 Triumph TR3.
Builder: Howard Emery, Loma Linda, Calif.
Construction Notes: Radiator left is stock position. Del Mar body kit 1A installed. Approximate cost $1400.00 including body kit 1A and $700.00 1959 chassis. Total weight — 1450 lbs.
Construction time: Approximately 120 working hours.
This auto is designed exclusively for the individual who desires to own a quick, agile and economical small car with big car styling.

General Properties of Plastics

A properly designed fiberglas shape will, upon impact, dent **until its natural resistance overcomes the force,** then it will spring back to its original shape unharmed. When the **force is greater than the resistance,** this flexible resined part will **tear in a straight line** which is simply repaired. If this were a **rigid resin,** it **would shatter** causing major damage.

Fiberglas plastic will never rust as there is **nothing** in its composition to oxidize.

Pound to pound, fiberglas can be **half the weight and six times** the strength of a steel body.

Rattles are eliminated due to its non-metallic structure. Fiberglas being a **natural insulator** cuts down on heat, cold or noise.

Due to the fact that plastic will damage less extensively than metal, and due to flexible resins crack type damages, **repairs are simply made** and in most cases, can be accomplished by yourself.

Extremities in temperatures do not affect flexible resins. Bodies by La Dawri have withstood the rigors of Canadian winters and the heat of tropical summers.

Many companies have made the **mistake** of bonding fiberglas to metal **without the aid of epoxy resins** for structural support. The co-efficient of **metal expansion** and contraction is **far different** from that of the **plastics.** Plus, any bond will break and **suction marks will become apparent** on the outside of the body.

BODY WEIGHT:

The use of fiberglas as the body material enables a **reduction** of normal **body weight** by 350% with a resultant weight of bodies by La Dawri at 125 lbs. This makes possible a **total** overall car weight of **well under** 2,000 lbs. with the resultant **performance** and/or **economy.**

IMPACT STRENGTH OF THE GLAS MATERIAL:

This Company has been approached many times with the question, **does this body upon collision damage as easily** as the **major produced** bodies and **some** of the limited production bodies? The answer is emphatically, **NO.** The pre-discussed curvature strengths is **only one of the factors** involved.

Fiberglas cloth, fiberglas mat are scientifically used as reinforcement in direct relationship ratio to the result desired. **Fiberglas mat** is a mass of short filament of glass held together with a light binder. Their tensile or load strength is rated at 6 lbs. This material's **low tensile strength is offset by its high rigidity.**

With the use of a mat only construction a very rigid construction may be obtained, **but at the sacrifice of weight.** This type of construction has **no tensile or load carrying strength** and this, **upon collision will shatter.** For mass production forming this is the only feasible construction method, but most limited production units are not constructed this way

Glas cloth is a mat filament spun into a thread and woven in all directions to form a glass textile. Obviously a **shock** is **transmitted** and **absorbed** throughout the length of the glass textile and this is referred to as tensile strength.

How much shock can it absorb and rebound without damage? The loadings of glass **cloth** over glass **mat** is **700-800 times stronger.** Glass cloth does not have rigidity in ratio with mat thus by using the **two together,** cloth and mat, the **ideal building material** is produced from cloth's fantastic tensile loadings and from mat's rigidity. The result, a body by La Dawri.

Our construction is a 9½ oz. chrome cloth and 2 oz. mat thickness in exception of **all fenders, crowns** and **edges** which are **double** and **triple** laminated. These extra thicknesses on the crowns of all fender curvatures give such strength as to act as a **body unitizing frame.**

FIBERGLAS AND PLASTIC — WHAT, WHERE AND HOW IT IS USED: THERE IS A DIFFERENCE IN PLASTICS:

All plastic resins are not the same. Two groups are **rigid** and **flexible resins.** Rigid resins and flexible resins are the tools of the designer. A free standing shape when **no tensile, weight carrying, or impact strengths** are required, predetermines the use of a **rigid** resin.

A fiberglas body needs the properties of **tensile strength, load carrying and impact strength** and thus the choice of resin must be a flexible resin.

PLASTIC DISCOVERY OF IDEAL BODY MATERIAL:

The plastic discovery, isothalic flexible resin is the plastic material employed. **Isothalic** was selected because it is the **highest impact resistant material** produced and unlike other resins, is flexible and **allows** the **movement necessary** in all auto bodies, metal or fiberglas.

MATERIALS USED:

1. Plastic Resin: Is a clear liquid very similar in consistency to syrup.
2. Catalyst and promoter: These easily used **chemicals** when joined together **cause heat.** When these chemicals are used in the plastic resins, the resultant heat **cures or cooks the resin** with the result that the resin and the material the resin has been joined with **fuse together and become hard and permanent.**
3. Fiberglas Cloth: Woven from many small filaments of glass to form a textile.
4. Fiberglas Mat: Consists of small undirectional filaments held together with a light plastic binder to form a mat.

PROCEDURE OF PLASTIC LAMINATION:

AIM: Plastic **resin is brushed** over the desired fiberglas layers and it then **soaks into the glass** and appears to make the glass pattern **disappear.** This process is called impregnation and saturation.

1. Mix resin, catalyst and promoter according to directions.
2. Brush a coat of plastic on the area to be bonded to.
3. Lay one layer of mat on this surface, and now one layer of cloth. The cloth over the mat allows easier working out of the air bubbles.
4. Brush a coat of plastic on the cloth and remove trapped air with a brush or rubber squeegee cut from an inner tube.
5. Allow to cure without moving, overnight if possible.

Budget-Priced Kits

Your body choice must be the finest in engineering. It must embody styling conducive to its **continued value of possession.** It must be priced **within the hardearned budget.** It must not be misrepresented in the actual content of the kit through a series of **confusing information excluding items** that have to be **purchased and hiding additional work.** We will carefully list all features with each kit assuring you the **total** representation and offerings by this Company.

These features are illustrated in their picture groupings describing uniqueness, their advantage

OUR PLEDGE, QUALITY, NOT QUANTITY:

We will never use in our products **the inferior methods or materials** in an attempt to **lower costs**

APPLY RESIN TO DRY FIBERGLASS

WET MATERIAL READY TO APPLY

ATTACHING HINGING WITH WET MATERIAL

for faster production.

The uppermost consideration is to give you the finest of structural engineering and materials and workmanship and the ultimate in fine design.

QUEST, SEBRING AND DEL MAR MODELS:

Bodies by La Dawri have been designed to enable the enthusiast to purchase in the **varying stage of completion the** kit corresponding with cash **outlay and time that is available** to complete. These stages have been arranged in kits comprised of 1A and 1B bodies.

BODY KIT 1A:

Included features in our basic 1A kit are:

1. Built in **roll bar housing and cover plate** ready for insertion of steel roll bar.
2. **Built in windshield frame** ready to mount stock windshields. No windshield brackets necessary. No cutting and grinding of glass. Stock chrome and rubber utilized.
3. Doors assembled in **unit construction on all kits.**
4. Built in alignment bar **assures perfect fit.**
5. Independently moulded doors.
6. **Built in door jambs** including mounting flange for weather stripping.
7. Door hinge boxes cut out.
8. All hood and trunk lids independently moulded.
9. **Stiffening installed** on hood and trunk lid.
10. **Curvature designed water trough** and weather strip flanges on all hood and trunk openings.
11. Gleaming **jet black impregnated in the body.**
12. Moulded in windshield **wiper mounts.**
13. Moulded headlight buckets.
14. Moulded taillight buckets.
15. Grill opening ready to accept any stock flat grill.
16. Flashings trimmed.
17. **Stylized** roll over cockpit edge.
18. **Complete templates** for simplified mounting of body.
19. Complete step by step directions.

All these unmatched structural and engineering features are included for only.....$395.00

BODY KIT 1B:

Includes all these cost and labor saving features of Kit 1A PLUS:

1. Huge 33" x 30" x 24" fiberglas **trunk.**
2. Four shape contoured fiberglas **wheelwells.**
3. **Beautifully styled dash** #1 for simplified mounting of your stock instruments.
4. **Rear bulkhead** moulded in position.
5. **Doors fitted**
6. **Doors hinged** and working to their arc — as per method described on page 8.
7. Door **locks and striker plate** supplied.
8. **Hood** lid **fitted**
9. **Hood** lid **hinged** and working to its arc.
10. **Hood lock and striker plate** supplied.
11. **Trunk lid fitted**
12. **Trunk lid hinged** and working to its arc.
13. Trunk lock and striker plate supplied.
14. Windshield **wiper mounting bulkhead** for bolting on Studebaker electric motor in correct position.

This body is ready to mount and includes all the above mentioned for only.....$595.00

BODY KIT 1B-OPTIONAL:

Kit 1B-Optional includes all the features of the above Kit 1B with the exception of features

No. 1 and 2 are not included.....$520.00

This kit is offered only in the Sebring, Quest Q.T. and Del Mar series.

* * * * *

PFERRMAN'S VOLKS-QUEST CONSTRUCTION COST

Quest Body Kit 1A	430.00
Glass	75.00
Chrome and Rubber	16.00
'50 Ford Trunk Hinges	4.30
Plywood	4.94
Door Upholstery	4.16
Seat Upholstery	22.50
Miscellaneous	7.76
Flashers	5.20
Park Turn Lights	4.00
Taillights	4.00
Hinges	8.00
Door Latches	3.00
Rear Chrome Hinges	1.50
Directional Signals	3.00
Paint Material	26.00
'58 Ford Grill	8.00
'58 Speedometer	1.50
Laminating Materials	25.00
Plywood	3.00
	656.86

* * * * *

TO FURTHER ASSIST YOU IN YOUR CONSTRUCTION:

The following items may be purchased through La Dawri: all **floorshift conversions**, all **speed equipment**, all **automotive equipment**, accessory lines for all cars. **Specify** the **brand name** desired or the components desired. We also handle all major lines of **sports car tops** and **sprite nose assemblies**

DAYTONA AND CONQUEST MODELS — BODY KIT 1A:

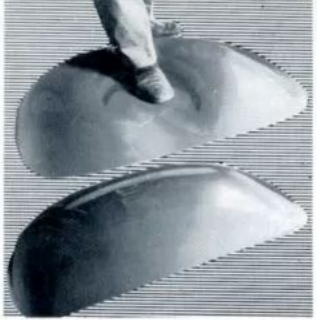
To give complete coverage for your needs, the Daytona and Conquest kits are offered in varying stages of completion:

Included features in our basic 1A kit are:

1. Built in **roll bar** housing and cover plate ready for insertion of steel roll bar.
2. Built in **windshield frame** ready to mount stock windshields. No windshield brackets necessary. No cutting and grinding of glass. Stock chrome and rubber utilized.
3. **Doors assembled** in unit construction on all kits.
4. Built in **alignment bar** assures perfect fit.
5. **Independently** moulded doors.
6. **Built in door jambs** including mounting flange for weather stripping.
7. Door hinge boxes cut out.
8. All hood and trunk lids independently moulded.
9. **Stiffening installed** on hood and trunk lid.
10. **Curvature designed** water trough and weather strip flanges on all hood and trunk openings.
11. Gleaming jet **black impregnated** in the body.
12. Moulded headlight buckets.
13. Moulded taillight buckets.
14. Grill opening ready to accept any stock flat grill.
15. Flashings trimmed.

NOTE STIFFENING BAR DOOR JAMB

UNITIZED DOOR AND LINER AS FROM MOLD



OUR PLASTIC ABSORBS SHOCK

NOTE DOOR, WINDSHIELD AND TOP FIT

All these unmatched structural and engineering features are included for only.....$395.00

BODY KIT 1A-OPTIONAL:

This kit has been designed for the individual interested in **drag racing** and who will **not require doors** in his special. For street use **we definitely recommend** the use of the **independent moulding** of the doors included in the 1A kit above, not only for strength but **appearance and resale value.** This kit is offered only in the Daytona and Conquest series.

Kit 1A-Optional includes all the features of the above Kit 1A with the exception of features No. 3, 4, 5, 6 and 7 are not included.....$345.00

BODY KIT 1B:

Includes all these cost and labor saving features of Kit 1A PLUS:

1. Huge 33" x 30" x 24" fiberglas **trunk.**
2. Four shape contoured fiberglas **wheelwells.**
3. **Beautifully styled dash #1** for simplified mounting of your stock instruments.
4. **Rear bulkhead** moulded in position.
5. **Doors fitted**
6. **Doors hinged** and working to their arc — as per method described on page 8.
7. Door **locks and striker plate** supplied.
8. **Hood** lid **fitted**
9. **Hood** lid **hinged** and working to its arc.
10. **Hood lock and striker plate** supplied.
11. **Trunk lid fitted**
12. **Trunk lid hinged** and working to its arc.
13. Trunk lock and striker plate supplied.

This body is ready to mount and includes all the above mentioned for only.....$595.00

Coupe Top

#1 — FOR ALL MODELS:

1. Elimination of bolts.
2. Elimination of **attachment to secure** front of top.
3. **Weather sealing stiffening** horizontal-U to join to roll bar for **coupe type weather protection.**
4. Integral **flange 3" wide** around lower perimeter of top where it joins body.
5. Right angle **flange to accept weather stripping for side windows.**
6. Nos. 3, 4, and 5 incorporate unique box section stiffening for a rigid, yet light top.
7. Gleaming jet black impregnated in top.
8. **Recessed mounting flange** for installation of stock 1958-60 Volkswagen rear window. Rubber and chrome for Sebring, Quest and Del Mar models and stock G.M. glass No._____for Conquest and Daytona models. Stock chrome and rubber may be used.

This beautiful top is **weather free as a coupe** and is **yet removable to enjoy sports car weather.** A comparable top to this without the engineering features is sold for $150.00.

OUR Price.....$85.00

COUPE TOP #2 — FOR ALL MODELS:

Includes all the features of Top #1 PLUS:

1. **Top sanded and primed.**
2. **Zolotone finish** — black and white applied to interior of top.
3. **Rear mounts and mounting bolts supplied.**
4. **Rear glass, chrome and rubber supplied.**

This top is **ready to mount** for only.....$150.00

BENCH SEAT BUCKETS RECESSED

ROLL BAR:

The roll bar option consists of **embedding** a **specially constructed steel** tube in layers of fiberglas.....$35.00

DASH:

A choice of **three dashes** is offered in the Conquest and Daytona series.

Dash #1 is for the **three-passenger style and** utilizes Stuart-Warner or any other instruments.....$20.00

Dash #2 is truly new and harmonious in that the driveshaft **tunnel housing sweeps up from the floor and combines with the dash** to assist in further unitization and carries through the split effect of the overall design. **This dash is designed for bucket seats** and will carry super-accurate Stewart-Warner 160 m.p.h. speedo, 8,000 rev. tach. and 4 service gauges. All instruments are **visually grouped** for quick scanning.....$35.00
When purchased with 1B kit.....$15.00

Dash #3 is beautifully styled for the **mounting of any stock instruments**.....$20.00

STRONG LIGHTWEIGHT BODIES BY LA DAWRI

Dash #4 designed for the Sebring, Quest Q.T. and Del Mar series is styled for the mounting of any stock instruments.....$20.00

SEATS:

Form fitting bucket seats of fiberglas. Seat shells only.....$30.00 ea.

Bench Seat for **family sports car.** Seat shells only.....$85.00

TRUNK:

Huge **fiberglas trunk.** Not mounted.....$50.00

WHEELWELLS:

Fiberglas **contoured wheelwells.** Not mounted .....$10.00 ea.

AIR SCOOP:

A smoothly contoured air scoop that blends into body lines is designed to add 2"-5" **for supercharger** and **log manifold**.....$14.00

REAR BULKHEAD:

Plastic coated laminated plywood moulded integral.....$30.00

KIT BODIES AS FROM MOLDS

PLEXIGLAS SIDE WINDOWS:

To convert your roadster to a closed coupe.....
.....$135.00

WINDSHIELDS:

Chevrolet — For Daytona, Conquest.....$65.00
Chrome and rubber.....

Vauxhall — For Sebring, Quest and Del Mar....
.....$75.00

Both models tinted glass available.....$12.00 extra

INSTRUMENTS:

Stewart-Warner Instruments — 160 m. p. h. speedometer, 8,000 rev. tachometer and four service gauges.....$150.00

NERFING BAR KIT:

Four nerfing bars designed to your taste, includes chroming.....$150.00

TAILLIGHTS:

Pontiac taillights with new chrome.....$6.00 ea.

HOOD AND TRUNK LIFTER:

Automatic Hood and Trunk lifter kits.....$50.00 ea.

These units **raise and lower** the hood and trunk with sturdy electric motors; includes controls and attachments.

FIBERGLAS MATERIAL PRICES:

38" Fiberglas cloth chromed	$ 1.30 yd.
38" Fiberglas mat	1.20 yd.
Isothalic resin	5.76 gal.
Epoxy resin for bonding to metal	19.80 gal.
Hardener for each gal. of epoxy resin	8.00
Catalyst	4.00 pint
Cobalt	3.00 pint

When purchased with body 10% discount on material prices.

CONVERTIBLE TOP:

This stylized top includes all attachments and rear window, ready to mount. This top may be folded and stored in your trunk area. Price including storage bag.....$200.00

Choice of white or black.

* * * * *

Custom-Built Cars

Many enthusiasts would like to have their car built for them. Their business or executive duties will **not allow sufficient time for the construction of their own car.**

We have had numerous requests from this type of individual to undertake their construction for them. At last! La Dawri Coachcraft, on **special order, will custom build your car for you** at a price usually asked for the lower price foreign sports car.

Our planned entry into this field will be detailed under the following conditions:

1. Cost: This major factor we feel must truly **fit every budget** from the individual who will use all **new components** and those who will try and reduce the cost by **using reconditioned components** to keep the construction in line with their budget.

2. A true Custom Built Auto:

The custom built flavor must be complete in the old days sense of the **customer** having the **choice of components and detailing.**

3. Construction Basis:

To **avoid setting a price figure** which cannot be met by **all interested parties,** custom built units will be constructed on the following basis:

a. The labor will be charged at a set rate.
b. All component parts will be purchased by the Company and **charged** to the customer at list price.
c. If the customer purchases used components and he is either **satisfied** with their condition **or rebuilds** them, we will accept these for construction.
d. The customer will purchase the chassis to be used and its condition **will be agreed upon.** In the case of out of state orders, the Company, **adequately compensated** for the time and effort involved, **will locate your chassis** to be used in the construction.

REASONABLE PRICING:

When the unit is built utilizing **no-modification chassis** and motive components, the complete labor charge will be.....$2,000.00

If any motor modifications, frame modifications are required, the labor fee will be.....$2,500.00

All costs are extra including 1B body, and hardtop, and all options, glass, complete electrical and mechanical parts, upholstery, paint and finishing materials, tires and tubes, grill work and chrome are purchased through the Company at **list price.** Upon your request, complete details will be forwarded to you.

The La Dawri Custom Sports Car Builders Association

This club was formed to give builders and prospective builders common ground for complete discussion of all topics relevant to building a car.

This personal, close-knit group corresponds through the pages of the LDSCA Monthly Bulletin with tips, hints, money-saving ideas, and racing information.

Roster of members allow many close friendships to form, and at times the needed encouragement of knowing where the rest of the clan is located.

Future plans include state and local clubs for gymkhanas and other skill and racing events.

No dues are charged; just send in your . . .

Name
Address
City
State
Phone Number
Date of Birth
Occupation
Hobbies and Interests
Club Affiliation
Do you hold a current Competition Driver's License?
Which model do you propose to build?
Have you acted as a social organizer?

Now La Dawri Presents More Styles For You The Enthusiast

We have long been aware of the many potential builders whose interests are diversified and who require **bodies of different styles.** The highly successful La Dawri line previously covered only the segment of enthusiasts interested in two or three-passenger sports roadsters, and thus to fill the varying needs.

The Secondary Unitizing System

The independent molding system provides the **Sicilian, Castilian** and **Cavalier** models with **molded-in door jambs and door thickening liners** laminated integral to the doors. The liners and door jambs are clearly marked for installation of stock '50-51 Ford door hinges and locks. These areas are backed up with sturdy plywood.

ROLL-UP WINDOWS—The fiberglas door liner embodies a **molded-in counter** for the installation of Metropolitan **roll-up window merchanism** — available new from Nash dealers at $6 per door.

The hood stiffener is laminated to the hood area and the hoop drip flanging is laminated to the body area, then along the scribed template line on the body the hood is cut out. The hood is removed a unitized stiffened section.

Impact & Load Carrying Strength

Around each area of impact, the coupe bodies are **protected against damage** by compound curvature. To increase protection, the coupe bodies now have a double laminate consisting of 20 ounces of cloth, 4 ounces of mat along this curvature line.

The Cavalier body, through its larger area, now utilizes the double thickness in the same fashion as the roadsters. This puts a double laminate along the crown of each fender and across the nose and tail of the body. This acts as a **stiffening member for the body.**

The cantilever method of mounting is used on all bodies by La Dawri.

The Coupe Bodies:

The Castilian and Sicilian

Factors such as weather conditions, styling factors and getting the wife's approval for a sports car determine greatly the necessity of this type of body in our line. It is required by a great number of potential builders to have roll-up windows and, if desired, sufficient area to carry four or five passengers. The coupe must be available for both **domestic and foreign chassis.** All of these requirements are met, and exceeded, by the Castilian coupe for U.S. sized cars and the Sicilian for foreign sized cars.

Castilian

The Castilian coupe is designed to accept **American component parts.** Body substitution is the only modification on many chassis. Examples: Thunderbird, Corvette, and there are also many of the foreign sports cars in the 98 to 102-inch wheelbase and 54 to 60-inch tread width. Domestic and foreign sedans in the 98 to 102-inch wheelbase and 54 to 60-inch tread width also fall into the same category with minor lowering. Examples: Henry J, Toyopet, Jeepster. The wheel well is cut out to match the customer's wheelbase. This cutout section has been used by many customers as fender skirts.

Also, any domestic long wheelbase chassis, as described previously, may be altered to fit.

Sicilian

The Sicilian coupe is designed to accept **foreign components.** Common examples for simple body substitution are: MG, Healey, Fiat, Volkswagen, Morgan and the numerous other foreign sports cars or sedans on the domestic scene that fall into the wheelbase category of 90 to 98-inch, tread width 46 to 52 inches. The styling of these coupes leaves little to be desired.

ADAPTABLE STOCK COMPONENTS:

Windshield: Castilian—'54 Plymouth convertible
Sicilian—'53-'54 Chevrolet narrowed to fit from templates
Headlights: '52 Buick, Oldsmobile or Studebaker
Tail Lights: Any type
Side Windows: Glass must be cut to fit from templates
Door Lift Mechanism: Metropolitan
Rear Window: Castilian—'50 Dodge or Plymouth Business Coupe. Sicilian—'49 Cadillac Fast Back. To further add individuality to your coupe, many different types of rear glass may be used.

To avoid confusion and to avoid any possibility of being misled on the kit's contents, each kit will list its total content:

Basic Kit:

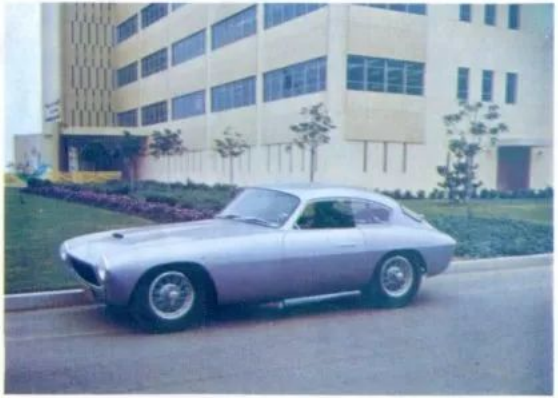
Castilian and Sicilian Coupe

The basic body kit is a completely formed fiber glas shell, including the following:

1. Fiberglas door jambs molded in.
2. Fiberglas door thickening liners are laminated integral. The door liner is engineered to accept stock Metropolitan roll-up window mechanism.
3. Fiberglas drip flanging for hood supplied—not installed.
4. Fiberglas stiffeners for hood supplied—not installed.
5. Built-in windshield frame.
6. Rear quarter window mounting flange molded integral, ready to accept glass.
7. Complete template for: Wheel wells, rear bulkhead, firewall.
8. Flashings trimmed.

Sicilian

Sicilian



Castilian

Castilian

All the above features are included in your basic Castilian and Sicilian kit.....$395.00

Dash, beautifully styled, ready for any instrument 20.00

Standard Kit; Castilian and Sicilian Coupe

The Standard kit includes all of the above features plus:

Smartly styled dash for the mounting of stock instruments.
Hood stiffeners laminated integral to body
Hood drip flange laminated integral to body.
Doors fitted and working to their arc.
Door hinges mounted.
Door lock and striker plate supplied.
Hood lid fitted and cut.
Hood lid hinged.
Hood lock supplied.

All the above features are included in your standard Castilian and Sicilian coupes.....$595.00

NOW! FOR ALL AMERICAN FAMILY SIZE CHASSIS! TWO UNIQUE DESIGNS!

The Cavalier, the Centurian "21"

NO SHORTENING — NO MOVEMENT OF MOTIVE COMPONENTS!

Simply remove the old body from the family second car and lower the chassis by the springs, then mount the sleek new beauty, using the cantilever system.

Besides **low cost** cars available everywhere, many **new or near-new** cars are wrecked **daily** and the complete chassis many times are usable. These cars can be purchased from insurance companies through claims adjusters, from the owner of the wreck, and sometimes even from the auto wrecker, at a **fraction** of the price normally paid by a wrecking company customer.

The many requests for this type of body have been staggering. Many families have second cars that are old in years but young in condition, and the wife or girl friend would just love to sport around in a beautiful sports convertible. The fact that it is **not necessary to modify** a domestic or foreign chassis to mount these bodies interests a great number of people. The fact that it can be made into a three or five-passenger without large outlays of capital, greatly enhances its virtue.

Classic Beauty or Dramatized Design

The styling difference between the **CAVALIER** and the **CENTURIAN "21" is immense** and covers the full range of design requirements. The graceful, esthetic Cavalier displays the **stately dignity of classic design,** embodying sheer **beauty through simplicity.** The **wildly flamboyant** Centurian "21" presents unrestricted freedom from conformity with a **breathless look at tomorrow. Beauty through dramatization.**

Cavalier,

ADAPTABLE STOCK PARTS:
Windshield: Standard '52 Ford, Thunderbird.
Headlights: '52 Studebaker, or same rims can be adapted to '41-'48 Ford unit.
Side Windows: Glass must be cut to fit.
Door Lift Mechanism: Metropolitan.

Basic Kit: Cavalier

The basic body kit is a completely formed fiberglas shell molded in one piece, including the following:

1. Fiberglas door jambs molded integral.
2. Fiberglas door thickening liners. The door liner is engineered to accept a stock Metropolitan roll-up window mechanism. Liner is laminated to door.
2. Fiberglas drip flanging for hood supplied—not installed.
4. Fiberglas stiffeners for hood supplied, not installed.
5. Complete templates for wheel wells, rear bulkhead, firewall.
6. Flashings trimmed.

All the above features are included in your basic Cavalier kit at $395.00

Dash, beautifully styled, ready for any instrument 20.00

Standard Kit: Cavalier

The Standard kit includes all of the above features plus:

1. Smartly styled dash for the mounting of stock instruments.
2. Door liners laminated integral to door.
3. Door jamb laminated integral to body.
4. Hood stiffeners laminated integral to hood.
5. Hood drip flange laminated integral to body.

6. Doors fitted and working to their arc.
7. Door hinges mounted.
8. Door lock and striker plate supplied.
9. Hood lid fitted.
10. Hood lid hinged.
11. Hood lock supplied

All the above features are included in your standard Cavalier kit $595.00

At this writing La Dawri is completing a handsome, low-cost, removable hardtop, designed to give **a continental flair** to the already distinguished **Cavalier.** Finished in black. Price.....$85.00

Centurian "21"

ADAPTABLE STOCK PARTS:

Windshield: '56 Plymouth convertible, complete frame, chrome, glass and rubber.
Tail lights: '57 Chrysler.
Headlights: Single or double.
Parking lights: '52 Dodge.
Grille: Any expanded wire mesh chromed.

The **Centurian "21"** body is available as a one-piece shell only, jet black impregnated. All desired openings are cut by the customer, using the method described in our **instruction manual** supplied with the body, **assuring** the amateur builder of a **simplified, neat construction.**

Supplied with your Centurian "21" body at no extra cost. Beautifully designed for the use of any stock instruments. Impregnated in jet black.

Centurian "21" body, including dash.....$395.00

COLLAPSIBLE HARDTOP:

The smart hardtop is designed to **collapse** and **fold under the graceful trunk area.** The convertible top front bow mount is used to secure the top at the front. A unique tee nut arrangement secures the rear. Impregnated in jet black.

Priced at only.....$59.00

'54 Plymouth windshield	$ 55.00
'54 Ford windshield	55.00
Vauxhall	75.00
Convertible top for Cavalier	295.00

All prices and conditions are subject to change without notice. Taxes are as listed on the order.

Race Roadsters: Vixen & Cheetah

The demand for a unique design other than the common stereotyped race car, along with beautiful aerodynamic lines, has been great. The beautiful Vixen and Cheetah design allows sufficient room for the largest of motors. The ugly blisters and chopped hoods are a thing of the past with these race and drag bodies.

The Vixen race roadster is designed to accept American components and the biggest of the big-bore V-8s. Many chassis may be used simply by body substitution. Examples: Corvette, Thunderbird. Many foreign chassis including Ferrari, Jaguar, etc., which fall in 98 to 102-inch wheelbase and tread width of 54 to 60 inches. This of course includes Henry J, Toyoet and Volvo sedans. Any properly modified chassis as described under the domestic long wheelbase chassis in the color brochure may be used.

The Cheetah race roadster is **designed to accept the largest of V-8s or foreign components.** Common examples for simple body substitution are: MG, Healey, Fiat, Volkswagen, Morgan and numerous other foreign sports cars and sedans that fall into the wheelbase category of 92 to 96 inches, tread width 46 to 52 inches.

ADAPTABLE STOCK COMPONENTS:

Windshield: V-type flat glass, Vauxhall. Frame optional. Corvette or Thunderbird (frame and glass). '50 Oldsmobile 88 (trimmed 4 inches in width).

Headlights: Standard '41 to '48 Ford.

Grille: '52 Packard (narrowed six inches), '53 Chevrolet center bar, '55 Chevrolet grille, "egg crate" aluminum strips, and parallel chrome tubes.

Basic Kit: Vixen & Cheetah Race Roadsters

BASIC KIT: VIXEN AND CHEETAH RACE ROADSTER:

The Vixen and Cheetah models are primarily designed for track use and thus the body shell is constructed in one kit only, the basic kit. Of course, for those who desire to make it a street-liner, template kits are available for doors, door jambs, rear bulkhead, wheelwells and firewall.

The basic body kit is a completely formed fiberglas shell moulded in one piece, trimmed on all edges.

Vixen—Basic kit $295.00
Cheetah—Basic kit 245.00

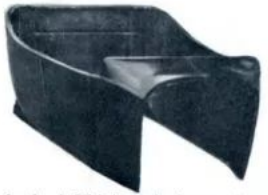
Formulae Jr. by La Dawri

La Dawri has developed a new concept for Formulae Junior construction. Previously a kit has been sold in pieces. We at La Dawri feel the ideal method is for the customer to receive a complete shell and section it as is required by his particular design.

These shells are light in weight, and are constructed of the latest isothalic flexible resins $195.00

Bucket seats as pictured ..... $ 25.00

T-Lightful



Look no further! Think of the hours of sweat we can save you sanding on that rusty old salvaged T body. Maintenance-wise, think of that beautiful show color cracking and chipping around the leaded areas! The T-Lightful has surfaces equal to a show job and brother, it's going to stay that way, thanks to fiberglas and La Dawri.

One-piece bucket body in gleaming jet black ..... F.O.B. $125.00

T-Antique

2 front fenders, 2 running boards, 2 under-panels, 2 rear fenders, 2 windshield brackets, 1 roadster bucket body (original shape), 1 rear tail section, 1 radiator grille, 1 bench bucket seat.

14 pieces $395.00

FOR YOU —

The Firestar MARK II

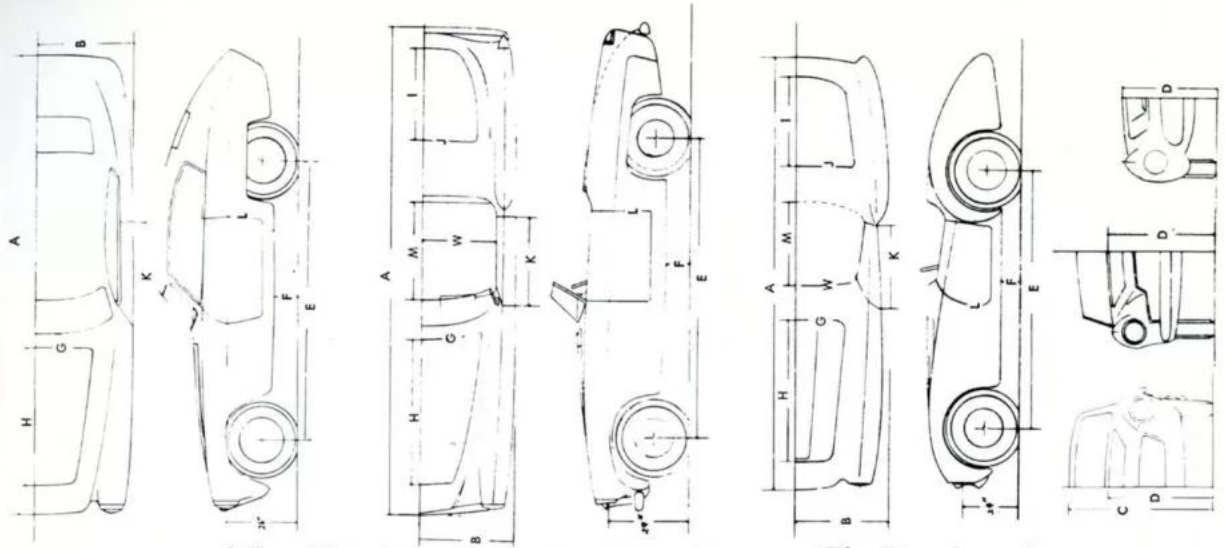
We offer this sleek **light** beauty in answer to the terrific demand for a **low-cost,** high power-to-weight special. Whether you want a penny-pinching gas miser that will knock 'em dead on the avenue, or a bomb to **compete** with the super-lights from across the pond, the FIRESTAR fills the bill. Weight, a super-light 40 pounds! Low cost, $195. Constructed with all the stringent La Dawri requirements for the best body possible at the lowest cost.

Suggested chassis: Crosley, Fiat, Metropolitan, Sprite, etc.

Construction: 10-ounce cloth, 1½-ounce mat — double all crowns. For bearing weight, double all edges for strength and rigidity. Jet black impregnated.

Price, with headrest on right-hand drive....$195.00
With separate headrest..... 220.00

Body supplied in one piece only.



	Castilian	Sicilian	Cavalier	Firestar	Vixen	Cheetah	Centurian 21
A—Body Length	165	157	187	124	168	156	188
B—Body Width	70	63	71	56	69	60	72
C—Overall Height	41-50	47-50	47-50	29	....	....	47-50
D—Cowl Height	34-37	34-37	34-37	23	38	37	34-37
E—Wheelbase	98-108	90-98	108-120	76-86	98-102	92-96	108-120
F—Ground Clearance	7	7	7-9	5-7	7	7	7-9
G—Hood Width	41	36	42	41	40	34	42-50
H—Hood Length	49	43	55	41	52	47	43-50
I—Trunk Length	....	....	32	....	33	28	32-55
J—Trunk Width	....	....	38	....	36	32	38-52
K—Door Width	37	36	37	....	29	28	29-37
L—Door Height	22	21	22	....	22	21	20-22
M—Cockpit Length	....	....	39-50	45	37	35	39-50
W—Cockpit Width	....	....	55	20	50	48	55
Tread Width	54-60	46-52	54-60	40-46	54-60	46-52	54-60

Flip-Top Cargo-Camper

1. Cargo area **protected from damage.**
2. Valuables **protected from theft.**
3. **Opens at a turn of the key** by counterbalanced mechanism.
4. **Easily removed** by pulling a pin.
5. Weight only 50-60 pounds.

Gleaming black. Complete and ready to bolt on $179.50

CARGO CAMPER TENT

No cumbersome bedroom to haul along with you on camping trips — easily raised, **ample stand-up room in 3 minutes!** Only $79.50, fob Long Beach

3793 Catalina St.
Los Alamitos 20, Calif.
Phone 430-8100

Mailing address:
Box 500
Los Alamitos 20, Calif.

LA DAWRI COACHCRAFT
ORDER FORM

CUSTOMER:

Name_____ Address_____

City_____ Zone____ State_____ Tel._____

Shipping Address:_____ Zone____ State_____ Tel._____

The body is to be mounted on: Make_____ Model_____ Year_____

with: Wheelbase_____ Tread_____ Tire Size_____

Model Desired_____

Body Kit Desired_____ Price $_____

Options Desired_____

1_____ Price $_____

2_____ Price $_____

3_____ Price $_____

4_____ Price $_____

5_____ Price $_____

Sub Total $_____

I wish to participate in Driver-Sales Program ☐

Taxes $_____

Enclosed Certified or Cashier's Check ☐ or Money Order ☐ Total Price $_____

50% of total unless other arrangement $_____

Signature of Customer_____ I will pay balance cash on delivery $_____

All prices F.O.B. Long Beach, California. Prices do not include shipping $35.00 crating, 8% Federal Excise Tax. California orders only are subject to 4% sales tax. All prices and conditions subject to change without notice.

Office use only: Rec._____ Shipped_____ Invoice #_____

Dealerships

Attractive dealership offerings are available to **established concerns.** Complete assistance and co-operation will be given by the La Dawri Factory engineering and sales staff. Brochures, advertising mats, display pictures, etc., are available at **cost price** upon request.

Please write on letterhead for full details giving your firm's **complete references,** and **letters of credit** from local concerns you are **currently doing business with.**

FINANCING:

Financing terms are available to parties and/or co-signers with **established credit** in their local communities.

REPLACEMENT PARTS:

To assist customers in collision damage, **parts or any section thereof** are available from the manufacturer.

SHIPPING TIME:

Shipping time for your body by La Dawri is **approximately 30 days** from receipt of order.

APPROXIMATE FREIGHT CHARGES:

Bodies by La Dawri kits approximate shipping weights are as follows: Body kit 1A: 400 lbs. Body kit 1B 400 lbs.

For your convenience, we list below freight charges to various points:

	Per 100 lbs.
New York	$15.68
Chicago	13.05
Dallas, Texas	11.10
Miami, Florida	15.68
Seattle, Washington	7.38

All shipments are made via rail unless otherwise specified.

Cheetah

Centurian "21"

AIR MAIL

60

" AO OTHER ARTICLES

LA DAWRI COACHCRAFT, INC.
P. O. BOX 500
LOS ALAMITOS 20, CALIF.

DEALER

Return Requested

Cavalier

AIR MAIL

Richard Veen
Upplandsgatan 6, 1 tr.
Stockholm, Sweden
Mar-194 AIR MAIL